

WEBSTER'S
DICTIONARY.
SIX DOLLARS ONLY.
AT
The Hongkong Telegraph,
Office.

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 943.

日三月十五年四十二號光

FRIDAY, JULY 1, 1898.

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七月七號

THIRTY DOLLARS
PER ANNUM.

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sale Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON.
DODWELL, CARLILL & CO.,
General Agents.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

SUBSCRIBED CAPITAL Yen 12,000,000
PAID-UP CAPITAL 9,000,000
RESERVE FUND 6,660,000

Head Office:—YOKOHAMA.

Branches and Agencies.
KOBÉ NEW YORK
LONDON LYONS
SAN FRANCISCO HONOLULU
BOMBAY SHANGHAI

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the daily balance.

On fixed deposits for 12 months at 5 per cent.

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THE HONGKONG TELEGRAPH, JULY 1, 1898.

To-day's Advertisements.

ZETLAND LODGE,
No. 125, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st July, 1898. [81c]

THE NORWICH UNION FIRE INSURANCE SOCIETY.

FOUNDED 1797.

AMOUNT INSURED.....\$30,000,000
LOSSES PAID.....\$2,350,000
PREMIUM INCOME.....\$72,000

The Undersigned, Agents of the above Company are prepared to accept RISKS against Fire at CURRENT RATES.

DAVID SASOON, SONS & CO.
Hongkong, 1st July, 1898. [81a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUL.

THE Company's Steamship
"HAJMIN."

Captain Hodgins will be despatched for the above Ports, TO-MORROW, the 2nd instant, at 2 P.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers, Hongkong, 1st July, 1898. [80d]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR CHEFOO AND NEWCHWANG.

THE Company's Steamship
"HOIHOW."

Captain Carnegian will be despatched as above TO-MORROW, the 2nd instant, at 2 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 1st July, 1898. [81b]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship
"NANYANG,"

Captain Lehmann will be despatched for the above Ports, on SUNDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers, Hongkong, 1st July, 1898. [80e]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR."

Captain J. G. Olliff will be despatched for the above Ports on TUESDAY, the 6th instant, at Noon, instead of at previously advertised.

For Freight or Passage, apply to DAVID SASOON, SONS & Co., Agents, Hongkong, 1st July, 1898. [76d]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

"MEMNON,"

Captain Mogridge will be despatched on TUESDAY, the 6th instant, at 2 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, 1st July, 1898. [81c]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"ST. NINIAN,"

will be despatched as above on or about the 7th instant, 1898.

To be followed by S.S. "CRAIGEARN," on or about 20th July, 1898.

S.S. "FORTUNA," on or about 5th August, 1898.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents, Hongkong, 1st July, 1898. [735]

Intimation.



A. S. WATSON & CO.
LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., F.O.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.
Hongkong, 18th June, 1898. [7]

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 1, 1898.

REUTER'S MESSAGES.

THE SPANISH-AMERICAN WAR.

LONDON, June 29th.

It is reported in New York that the Americans have cut the water mains supplying Santiago de Cuba.

General Merritt left San Francisco yesterday proceeding with all haste to Manila where, upon arrival, he will issue a proclamation announcing the establishment of a provisional Government.

President McKinley has proclaimed the extension of the blockade to the whole Southern Coast of Cuba and also of San Juan, Porto Rico.

GREAT BRITAIN AND CHINA.

Mr. Curzon states that the Government will insist upon the Chinese Government revising the regulations for inland navigation, in a satisfactory sense.

THE PLAGUE.

During the 24 hours up to noon, 1st July, no new cases and no deaths from plague were reported.

LOCAL AND GENERAL.

A SENTENCE of twenty-eight days' gaol was awarded a coolie to-day for stealing a quantity of empty sacks.

A CHINAMAN, charged with keeping an unlicensed common lodging house, was to-day fined \$10 or one month.

THE crime of stealing from the person to-day resulted in a culprit being sent to prison for forty-two days with hard labour.

THE Band of the K. O. L. Regiment will play the following programme at the Officers' Mess this evening, commencing at 8 o'clock:

Opening.....Marchion in Bord.....Supper Selection.....The Minstrel.....Dance.....Gelat Intermission.....Tunell Polonaise.....Ranmishes.....Makem.....Remembrance of Verd. Arr. V. Gedney Value.....God Save the Queen.....

THE HONGKONG TELEGRAPH, FRIDAY, JULY 1, 1898.

CHANGE OF MINISTRY IN JAPAN.

The Japanese Consul at this post received a telegram from his Government last night to the effect that Marquis Ito's Cabinet resigned yesterday and a new ministry has been formed as follows:—
 Count OKUMA, Prime Minister and Minister for Foreign Affairs.
 Count ITAGAKI, Minister for Home Affairs.
 Mr. M. MATSUDA, Minister for Finance.
 Mr. M. OISHI, Minister for Commerce and Agriculture.
 Mr. Y. HAYASHI, Minister for Communications.
 Mr. Y. OZAKI, Minister for Education.
 Mr. Y. OHIGASHI, Minister for Jurisprudence.
 Both war and Naval Ministers remain as before.

THE ROYAL HONGKONG GOLF CLUB.

PROFESSIONAL PARKS TOURNAMENT.

Fourteen couples entered, and in the latter half of June some interesting matches resulted. The winners of last year are again at the head of the list, after having tied with their opponents in the semifinal, and on replaying the match defeated them after a close game by 3 up and 1 to play.

FIRST TIES.

Mr. E. Deacon and Mr. J. F. Nohia (bankers), a bye.

Messrs. C. H. Grace and W. Taylor (advertisers), allowing Capt. Hibbert and Lieut. Lethbridge (army) 4 strokes, were defeated by 6 up and 4 to play.

Messrs. A. S. Anton and A. J. McClure (bankers), allowing 3 strokes to Messrs. W. J. Saunders and G. T. Velich (insurance), won by 5 up and 3 to play.

Messrs. P. A. Cox and G. Millward (shipping), receiving 2 strokes from Dr. J. A. Lowson and Capt. R. Ramsey, R.N. (civil service), won by 3 up and 2 to play.

Messrs. C. W. May and P. de C. Morris (bankers), allowing 3 strokes defeated Messrs. H. L. Dalrymple and C. A. Tomas (merchants), by 3 up and 1 to play.

Capt. Montgomerie, R.N., and Com. Taylor, R.N. (Navy), allowing 4 strokes to Messrs. A. Smith and E. F. Mackay, won by 6 up and 4 to play.

Dr. J. M. Atkinson and Mr. H. P. Tecker (civil service) a bye.

SECOND TIES.

Capt. Hibbert and Lieut. Lethbridge, allowing 2 strokes, defeated Messrs. E. E. Deacon and J. F. Nohia by 3 up and 1 to play.

Messrs. A. S. Anton and A. J. McClure, allowing 4 strokes to Messrs. G. W. F. Playfair and H. Pluckney (bankers), were defeated by 5 up and 3 to play.

Messrs. G. Stewart and M. Stewart (finance), receiving 2 strokes from Dr. J. A. Lowson and Capt. R. Ramsey, R.N. (civil service), won by 3 up and 2 to play.

SHIPPING AND MAIL NEWS.

MAIL DUE:
 Australian (*Gulph*) 1st prox.
 Indian (*Sutlej*) 5th prox.
 French (*Melville*) 6th prox.
 Canadian (*Empress of Japan*) 12th prox.
 American (*Chesapeake*) 17th prox.

NOT ANDA.

CALENDAR.

JULY.

Meteorological means based on ten years' observations to 1893.

Bonometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On land	On sea
Barometer	30.64	30.64
Thermometer	80	81
Humidity	84	82
Rainfall	1.04	

TO-DAY.

Friday, 1st July, 1898.
 High water—Morning 5hr. 51min.
 and 8hr. 5min.

Low water—Morning 1hr. 15min.
 Afternoon 1hr. 48min.

ANNIVERSARIES.

1690—Battle of the Poyle.

1801—First steamer on the Thames.

1844—Mr. H. C. Sir, the first Hongkong bar-

sister arrived.

1854—Meeting of the first Cape Parliament.

1857—Hakozaki, Ranagawa, and Nagasaki opened to foreign trade.

1863—Princess Alice was made.

1875—Green Island Light first exhibited.

1893—Two Swedish missionaries murdered near Hawkow.

1896—Reported discovery by Dr. Yerins of cure for plague.

TO-MORROW.

Saturday, 2nd July, 1898.

Moon—Maximum Declination S. 5hr. 8pm.

High water—Morning 5hr. 51min.

and 8hr. 10min.

Low water—Morning none

Afternoon 5hr. 51min.

ANNIVERSARIES.

1840—Amyot farts and a fleet of junks destroyed by H.M.S. Blonds.

1850—Lord Elgin arrived in Hongkong.

1873—French Expedition from the Hongkong arrived in Hongkong.

1882—Assassination of President Garfield.

1897—Banquet given to the Russian Ambas-

sadors by the Empress Dowager.

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

THE above named steamer having arrived,

Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given TO-DAY at NOON.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 4th and THURSDAY, the 7th July, at 9.30 A.M.

All claims against the Steamer must be presented on the 30th instant, at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by HARLING, BUSCHMANN & MENZELL, Agents.

Hongkong, 28th June, 1898. [i-w. 800]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

THE Canadian Pacific Railway Co.'s steamer

Australian port left Port-Darwin 30th June and

may be expected here on or about Saturday 9th July.

THE Canadian Pacific Railway Co.'s steamer

Empress of India, arrived at Amoy at 9 A.M.

on Thursday the 30th June and left at 3 p.m. of same day for Shanghai.

THE Canadian Pacific Railway Co.'s steamer

Empress of China from Hongkong arrived at Vancouver at 1 p.m. on Wednesday the 29th June.

HONGKONG AND WHAMPoa DOCK RETURNS.

1st Floor P.M. at Kowloon Dock

Metrop. " "

Ningchow " "

Germania " "

Glenard " "

Doric " Cosmopolitan "

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

" CHINGWO."

having arrived from the above Ports, Consignees

of cargo are hereby informed that their Goods

are being landed at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, whence delivery

may be obtained.

No claims will be admitted after the Goods

have left the Godowns, and all Claims must be

brought to the Office of the Undersigned before

11 A.M. on the 6th instant or they will not be

reconsidered.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on WEDNESDAY, the 6th July at

3 P.M.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 6th

July will be subject to rent.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO., Agents.

Hongkong, 28th June, 1898. [i-w. 800]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

" INDRAPURA."

having arrived from the above Ports, Consignees

of cargo are hereby informed that their Goods

are being landed at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, whence delivery

may be obtained.

Optional cargo will be forwarded unless

notice to the contrary be given before Noon

TUESDAY, the 7th July.

No claims will be admitted after the 7th

July.

No Fire Insurance has been effected.

Consignees are requested to present all Claims

for damage and/or shortages not later than

the 14th July, otherwise they will not be

recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, 30th June, 1898. [i-w. 800]

MITSUI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHWANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Okuma Coal Mines.

Kanada Coal Mines.

Tokio Marine Insurance Co., Limited.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	
STEAMERS.	DESTINATIONS.
TOKIO MARU.....	THURSDAY ISLAND, TOWNS- VILLE, MACKAY, BRISBANE, SYDNEY AND MELBOURNE.
E. W. Haswell.....	TO-MORROW, and July, at Noon.
SANUKI MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, FERNAN-
W. Townsend.....	WERP, COLOMBO and PORT SAID.
MATSUWAMA MARU.....	KOBE and YOKOHAMA.
J. Ingl.....	VLADIVOSTOCK, via SHANGHAI, CHINFOO, CHIMULPO, NAGASAKI, FUSAN and GINSAKU.
SAGAMI MARU.....	SEATTLE, WASH., U.S.A., via KOKE SEATLE, WASH., U.S.A., via KOKE and YOKOHAMA.
A. E. Morris.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Transhipping Cargo for JAVA PORTS.
HAKATA MARU.....	PENANG, COLOMBO and PORT SAID.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers:

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Manager.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOV AND TAMSIU.
THE Company's Steamship
"HAIMUN."
Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 3rd July, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 30th June, 1898. [868]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"TSINAN."
Captain Ramsey, will be despatched on MONDAY, the 4th July, at 1 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th June, 1898. [778]

HAMBURG-AMERICA LINE (EAST ASIAN SERVICE)
FOR LONDON, HAMBURG AND ANTWERP.
(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, COPTRO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS).
THE Company's Steamship
"ARMENIA."

Captain Magin, will be despatched for the above Ports, on MONDAY, the 4th July.
For Freight, apply to
CARLOWITZ & Co., Agents.
Hongkong, 23rd June, 1898. [772]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENSIN.
THE Company's Steamship
"KWEIYANG."

Captain Oberbridge, will be despatched as above on WEDNESDAY, the 6th July, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th June, 1898. [801]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENSIN.
THE Company's Steamship
"KWEIYANG."

Captain Oberbridge, will be despatched as above on WEDNESDAY, the 6th July, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th June, 1898. [772]

CHINA NAVIGATION COMPANY, LIMITED.
FOR COLOMBO, SINGAPORE, HAVRE AND HAMBURG.
(Calling at NAPLES if sufficient Inducement offers).
(Taking Cargo at through rates to ANYWAR, AMSTERDAM, ROTTERDAM, LISBON, OFORTO, LONDON, LIVERPOOL and BREMEN.)

THE Company's Steamship
"DELLA."
Captain E. Christiansen, will be despatched for the above Ports on or about the 6th July.
This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to

SIEMSEN & Co., Agents.
Hongkong, 24th June, 1898. [783]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Company's Steamship
"MENNUIR."
Captain McArthur, will be despatched for the above Ports on THURSDAY, the 7th July, at Daylight.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.

Qualified Surgeons are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 30th June, 1898. [809]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PRIAM."

Captain Jackson, will be despatched as above on MONDAY, the 12th July.
For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th June, 1898. [789]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"MOVUNE."
Captain R. Conrad, will be despatched as above on or about the 13th July.
For Freight, &c., apply to

HOLIDAY, WISE & Co., Agents.
Hongkong, 22nd June, 1898. [784]
SAILING VESSEL.

FOR SAN FRANCISCO.

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THE HONGKONG TELEGRAPH, FRIDAY, JULY 1, 1898.

CHANGE OF MINISTRY IN JAPAN.

The Japanese Consul at this port received a telegram from his Government last night to the effect that Marquis Ito's Cabinet resigned yesterday and a new ministry has been formed as follows:—

Count OKUMA, Prime Minister and Minister for Foreign Affairs.

Count ITAGAKI, Minister for Home Affairs.

Mr. M. MATSUDA, Minister for Finance.

Mr. M. OISHI, Minister for Commerce and Agriculture.

Mr. Y. HAYASHI, Minister for Communications.

Mr. Y. OAKI, Minister for Education.

Both war and Naval Ministers remain as before.

THE ROYAL HONGKONG GOLF CLUB.

PROFESSION PAIRS TOURNAMENT.

Fourteen couples entered, and in the latter half of June some interesting matches resulted. The winners of last year are again at the head of the list, after having met with their opponents in the semifinal, and on replaying the match defeating them after a close game by 2 up and 1 to play.

FIRST TUES.

Mr. E. E. Deacon and Mr. J. F. Noble (bankers) a bye.

Messrs. C. H. Grace and W. Taylor (cooper's), allowing Capt. Hibbert and Lieut. Letbridge (army) 4 strokes, were defeated by 6 up and 4 to play.

Messrs. A. S. Anton and A. J. McClure (bankers), allowing 3 strokes to Messrs. W. J. Saunders and G. T. Vellich (insurance), won by 5 up and 3 to play.

Messrs. P. A. Cox and G. Millward (shipping), receiving 1 stroke from Messrs. G. W. F. Playfair and H. Pinckney (bankers), were defeated by 5 up and 4 to play.

Messrs. G. Stewart and M. Stewart (finance), receiving 1 stroke from Dr. J. A. Lowson and Capt. R. Ramsey, R.N. (civil service), won by 3 up and 2 to play.

Messrs. C. W. May and P. de C. Morris (bankers), allowing 3 strokes defeated Messrs. H. L. Dalmatian and C. A. Tomes (merchants), by 3 up and 1 to play.

Capt. Montgomerie, R.N., and Com. Taylor, R.N. (Navy), allowing 4 strokes to Messrs. A. Smith and E. F. Mackay, won by 6 up and 4 to play.

Dr. J. M. Atkinson and Mr. H. P. Tooke (civil service) a bye.

SECOND TUES.

Capt. Hibbert and Lieut. Letbridge, allowing 2 strokes, defeated Capt. E. E. Deacon and J. F. Noble by 3 up and 1 to play.

Messrs. G. Stewart and M. Stewart, receiving 2 strokes defeated Messrs. C. W. May and H. Pinckney, won by 4 up and 3 to play.

FINAL.

Messrs. G. Stewart and M. Stewart, allowing 6 strokes, defeated Capt. Hibbert and Lieut. Letbridge by 3 up and 2 to play.

The Naval representatives, who stood a very good chance of being in at the finish, were unfortunately obliged to scratch owing to H.M.S. *Bonaventure* being ordered away to Manila. Two of the civilians likewise scratched consequent on the indisposition of one of the pair.

CAPTAIN'S CUP FOR JULY.

This competition is fixed for Saturday, July 4th, to Monday, July 12th, and the

QUARTERLY MEETING FOR THE MACREWEN CUP, &c., will be held at the end of the following week.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE TYPHOON.

To THE EDITOR OF THE "HONGKONG TELEGRAPH."—Sir.—From time to time during the past decade I have been a peripatetic visitor to this port, and in common with others of my profession have had cause to both bless and curse the "look-out man" who studies the sun, the moon, the stars, the tides and goodness knows what else besides with a view to furnishing the Colony with "Typhoon Warnings." Caustic and, sometimes, vicious have been the criticisms indulged in at the expense of the official responsible for storm warnings issued from the Hongkong Observatory when it has been found that he was a little out in his calculations. But I cannot remember—possibly I was at sea when it was published—any credit being given to the gentleman who has to be up early and day watching indications of a typhoon advancing on the colony, or observing what he believes to be indications of an approaching cyclonic storm when he succeeds, by his skill, his perseverance and knowledge obtained by research and unceasing toil, in locating a typhoon and giving us all timely warning of its approach. Doubtless hundreds of thousands of dollars worth of property and scores of valuable lives have been saved by the timely warnings emanating from the Hongkong Observatory. Yet there is no praise; no thanks. It is said—"Oh, he has only done his duty properly, of late!" It is not considered by such hard-to-please people that the best of us may make mistakes and that it is highly probable that there is to be employed by the Government of Hongkong more exposed to hostile criticism at the meteorological observer whose special duty it is to give timely warning of approaching storm. But let leave the Past and view for moment the Present. What has the Observatory accomplished in connection with the storm that raged here last night and is, as I write, still making things pretty lively in the harbour. I contend that it has achieved a great success. Mr. Figg or whoever it was that issued the first warning last Tuesday is to be congratulated and heartily thanked for his work; the more so because we are now cut off from Manila, a most important port whose warnings are obtainable. It appears evident that Mr. Figg detected this typhoon when it was between 400 or 500 miles distant from the Colony, that he "kept the run" of it so well that he was in position to fire the "typhoon gun" at the proper moment. He gave good and timely warning, thus causing a considerable saving of life and property.

I trust, Sir, you will grant space for these comments, and although some carping critics may "take it up" I am confident all fair-minded and impartial critics will say that this note does no more than honour, in a mild way, one to whom honour is due.

Enclosing my

Yours faithfully,

NAUTICUS.

Hongkong, 1st July.

1898.

THE PHILIPPINE ISLANDS.

The islands were discovered by Magellan in 1521, and Manila, the capital, was founded by Legaspi in 1571, and since that time they have been under the dominion of Spain. Their conquest and retention was in marked contrast to the cruel Spanish methods of dealing with conquered people, methods of which Cortes and Pizarro were the chief exponents. Legaspi had six Augustinians and a handful of soldiers accomplished the wonderful work of conquest. Without greed for gold and without any exhibition of cruelty or persecution, these devoted men laboured among the docile people until they won their confidence, so that the islands were seized with little bloodshed and no massacre or despoliation. The name "Isla Filipinas" was given by Legaspi in 1565, contests with frontier rebellious tribes, attacks by pirates, earthquakes and typhoons serve to break up the monotony of an otherwise uneventful history. Manila was captured by the English under Drake and Corrall in 1571, and remained for \$6,000,000 but was restored in 1574. The present insurrections in the islands were put down with an iron hand and many atrocities were committed, so that it is little wonder that many of the inhabitants look upon the arrival of the Americans as a blessing.

While none of the islands have very high mountains (the highest, Apo, in Mindanao, being over 9,000 feet), still all the islands may be described in general as mountainous and hilly. Volcanic forces have had a large share in shaping the archipelago, but few of the peaks are now volcanic. In 1814 a terrible eruption destroyed 12,000 people at Camalig, Budao, Albay, Guinobatan and Daraga. In 1867 the same district was visited with another eruption. The Philippines are also notorious for terrible typhoons. In 1876 one of these storms burst over Luzon, pouring down the sides of the mountain Mayon, bringing destruction to a number of cities, completely raining 6,000 houses. Typhoons on the coast are also common. The third great evil is which the islands are threatened is the earthquakes, which visit them so frequently that they affect the style adopted in the erection of buildings. The most violent earthquake occurred in 1880, destroying an immense amount of property, including the cathedral. The Philippine Islands are peculiar in having three seasons—a cold, a hot and a wet. The first extends from November to February or March. The winds are northerly and woolen clothing and a fire are desirable, the sky is clear and the air bracing, and Europeans in this strange climate consider it the pleasantest time of the year. The hot season lasts from March to June, and the heat becomes oppressive and thunderstorms of terrific violence are frequent. During July, August, September and October the rain comes down in torrents, and large tracts of the lower country are flooded.

Manila lies on the western side of the island of Luzon and is about 600 miles from Hongkong. It has one of the most spacious and beautiful harbours in the world. The shores are low and island can be seen the outline of mountains. The city of Manila resembles a dilapidated fortress surrounded by stone walls 300 years old. There is also a wide, shallow moat.

The gates are never closed and it is doubtful if the city could make any defence. There is also an old fort. Several creeks branch off from the landlocked bay and afford a means of communication with the suburbs. These creeks are crossed by numerous bridges, and cause their way through these narrow waterways, which somewhat resemble a tropical Venice. Around the walls and the edges of the bay is a fashionable drive lined with almond trees. It is here that the well-to-do inhabitants walk, drive, and meet their friends. Of nearly 600,000 people in the province there are not more than 5,000 Spaniards. One of the most curious sights to the traveller who comes from China are the large two-wheeled drays drawn by so called water buffaloes. They are gilded by a ring through the nose, to which is attached a cord leading back to the driver, who either mounts on his back or rides on the shafts. The weight of the load is borne on the neck by means of a yoke. The beasts are docile and their chief delight seems to be to wallow in the mud, and to submerge themselves so that only the nose is out of the water. The water buffalo is particularly valuable to the inhabitants as a beast of burden, as it can drag a plough and can walk while knee deep in mud. The milk of the female is very good and used instead of cow's milk, but its meat is unfit for food. In the two best streets of Manila there are excellent stores in which goods of all kinds can be purchased at moderate prices, many of the merchants being Chinese. The churches must have been imposing buildings years ago before they were shaken and in some cases wrecked by earthquakes. They contain no works of art of any value. The dwelling houses in Manila are constructed with a view of shutting out the intense heat of the summer. The houses are rarely more than two stories in height, owing to the ravages of earthquakes. Glass is of course unknown, as the earthquakes would shatter every pane.

Strange to say, life in the old city does not present many points of interest to the traveller, for the streets are narrow and the houses solid and gloomy. It is a marked contrast to the businesslike cities of South America. The Spaniards born in the Iberian Peninsula look down upon those born in the Islands, so that class distinctions are very closely drawn. This has resulted in the failure to make political combinations. Hatred and jealousy of the foreigners are carried to extreme limits, the Chinese coming in for a large share of their disfavour. The theatres are poor, concerts are rare, and there is no library, and their amusements are mostly limited to hearing the band play, attending balls on Sundays and cock fights. The cockpits are licensed by the government, and, though the betting is limited by law, the citizens will not hold to it. The revenues of the islands are furnished by direct taxes on every Indian, half-breed and Chinese. The dress of the natives is exceedingly picturesque and is never adopted by the Spanish. Cigar makers in and around the city of Manila number 32,000, and they are all girls and women with the exception of 1,500 men. They present a picturesque appearance with their native costume and huge hats intended to protect them from the rays of the sun. They make their cigars squatting on their heels or sitting on bamboo stools two inches high. They frequently come from considerable distances, going back and forth in boats. Tobacco has always been and probably will continue to be the most important product of the Philippines; and, according to the old laws, the Indians were compelled to raise tobacco in certain regions which were not adapted to growing it, even to the exclusion of other crops, but in 1883 the laws were repealed and the result was the securing of finer tobacco and better cigar for they are now made at a higher rate. The wants of the natives are few and are easily supplied. They live along the banks of the rivers in huts made of bamboo and thatched with palm leaves. Some of the views in the suburbs of Manila are enchanting.

Doubtful. Spendley—Well, if my money should go, dearest, you'd still have me! Mrs. Spendley—Don't you be too sure about that!

NOT ANDA.

CALENDAR.

JULY.
Meteorological means based on ten years' observations to 1893.
Barometer 2867
Thermometer 76.2
Humidity 84.0
Rainfall 15.0

TODAY.
WEATHER REPORT.
On date: On date: On date:
Barometer 28.64 28.64 28.64
Thermometer 80 80 80
Humidity 84 84 84
Rainfall 1.04 1.04 1.04

FRIDAY, 1st July, 1898.
High water—Morning 8hr. 8min.
and 8hr. 9min.
Low water—Morning 1hr. 45min.
Afternoon 11hr. 45min.

ANNIVERSARIES.

1690—Battle of the Boyne.

1844—First steamer on the Thames.

1854—Meeting of the first Cape Parliament.

1857—Hakozaki, Kanagawa and Nagasaki opened to foreign trade.

1861—Princess Alice married.

1875—Green Island Light first exhibited.

1893—Two Swedish missionaries murdered near Hankow.

1896—Received discovery by Dr. Yerusha of a cure for plague.

TOMORROW.

Saturday, 2nd July, 1898.

Moon—Maximum Declination S. 5hr. p.m.

High water—Morning 8hr. 8min.
and 8hr. 10min.

Low water—Morning 11hr. 45min.

Afternoon 8hr. 8min.

ANNIVERSARIES.

1840—Amoy forts and a fleet of junks destroyed by H.M.S. *Blonde*.

1850—Sir Robert Peel died.

1857—Lord Elgin arrived in Hongkong.

1873—French Expedition from the Hungkong arrived in Hongkong.

1881—Assassination of President Garfield.

1897—Banquet given to the Russian Ambassadors by the Empress Dowager.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Australian (*Gulph*) and prox.

Indian (*Sutlej*) 6th prox.

French (*Melville*) 6th prox.

Canadian (*Empress of Japan*) 12th prox.

American (*Alaska*) 17th prox.

THE C. N. Co.'s steamer *Changho* from Australasia ported last Port-Darwin July 6th and may be expected here on or about Saturday 9th July.

THE Canadian Pacific Railway Co.'s steamer *Empress of India*, arrived at Amoy at 9 a.m. on Thursday the 20th June and left at 3 p.m. of same day for Shanghai.

THE Canadian Pacific Railway Co.'s steamer *Empress of China* from Hongkong arrived at Vancouver at 1 p.m. on Wednesday the 29th June.

HONGKONG AND WHAMPoa DOCK RETURNS.

Ilford Pens. at Kowloon Dock

Felice " "

Niagarko " "

Germans " "

Glacier " "

Dove " Cosmopolitan "

NO BUILDING BIG ENOUGH.

Probably the two women whose names we are about to mention (by their good will and consent) never saw or even heard of each other. A broad bit of salt-water runs between the places where they severally live. Still, the world is getting smaller every day, and it is quite possible that, may not, if they do, they will have a common subject for a talk. Without waiting for that, however, we will let the reader into the secret (as far as it is a secret) right off.

The first lady to be named resides at Bishop's Court, near Elstree, Hertfordshire, England, and in a letter dated the 15th of the blustering month of March, 1898, she says: "I trembled from head to foot."

This would scarcely be worth mentioning if it had been simply the result of a fright and therefore bound to pass off in a few minutes. But it lasted for a long time and did not arise from a fright or from any other form of excitement. It meant sheer weakness and a wholesale paralyzing of the nerves. "I was constantly sick and dizzy," she says, "and had a bad pain between the shoulders. I had no appetite, and the effect of what little I did eat was so bad and gave me so much distress that after a time I hardly dared touch any food or drink. During this period I may just mention that I was terribly constipated, intervals of ten days sometimes elapsing between the actions of the bowels. No laxatives or enemas availed to relieve this condition, and I became more feeble and prostrated day by day. My illness began in August, 1892, and after four months' suffering I was completely cured in December by your remedy. Indeed it was not necessary for me to take quite one bottle. If any one who reads this little statement of mine wishes to know more about my case, I will gladly answer inquiries." (Signed) Mrs. M. G. Walsham."

The second lady, writer of her home No. 12, Horatio Buildings, College Road, Cork, dating her letter the 27th of the sunny month of June, 1893. She says, "Everything was a trouble and a burden. For nights together I got no sleep. I couldn't bear the noise of the children. I had not desire for company; I wanted to be alone in my misery. I often thought I was going to die. I was in the way for nearly twelve months."